

**The Modern Union of Missouri.**

The Modern Union of Missouri, a fraternal benefit order was organized Thursday, May 16, at the new K. P. hall, with 54 members. Mr. Sequist, the conductor of Lodge No. 1 of Kansas City, was here and helped Mr. La Count Coil, the organizer, to install the officers which were elected as follows:

Mrs. W. E. Mansur, president; Miss Lena Minder, vice-president; Miss Elsie Ripley, secretary; Mr. Dave Nooe, treasurer; Rev. William N. Mitchell, chaplain; Miss Stella Broiles and Hugh DoneLoo, conductors; Mr. Elbert Mouda, guard; Mr. Henry L. Hall, sentinel; Drs. W. E. and Mary L. Mansur, Medical examiners.

After the installation of officers, the team of the order, under the leadership of Mr. Luman B. Hall, gave an initiatory drill, which was very successfully rendered.

The order voted to rent the K. P. hall for the ensuing year, and will meet the second and fourth Friday nights of each month. Mr. Coil looks hopefully forward to a lodge of over one hundred members in the near future.

The next regular meeting will be held Friday, May 24.

**Mrs. Sarah A. Woodward.**

Mrs. Sarah A. Woodward, wife of the late W. S. Woodward, an old and highly respected citizen died at her home in this city Wednesday, May 22, at twelve o'clock, after an illness of several months of dropsy.

She was born in Augusta county, Va., in August 1815, and married in 1857, coming with her husband to Missouri in 1838, settling in Wayne county. Came to Saline in 1853 and settled on a farm near Slater, where they resided until they moved to Marshall 24 years ago, where she has continued to live and during which time she has formed many lasting friendships.

Three children survive, Mrs. Lizzie Irvine of St. Joseph, E. W. Woodward of Neosho, Mo., and Miss Mattie Woodward of this city.

The funeral will take place at the M. E. church in this city, Friday morning at 10 o'clock conducted by Rev. J. W. Howell. Burial at Mt. Carmel.

**Wedding Announcement.**

The wedding of Miss Margaret Sparks of St. Louis, daughter of Mr. and Mrs. Henry Sparks to Mr. Llewellyn Rust, of San Angelo, Texas, will take place June 26th, 1901.

**Announcement.**

Dr. Thomas Barbee who returned this week from Louisville, will fill the pulpit at the Presbyterian church Sunday morning, May 26th.

**Real Estate Transfers.**

J. B. Bridgewater to J. Plattner, 70 acres, 4-51-23; \$2,900.

Boatman's Bank (corporation) to Pat Brown, 13 93-100 acres, 12-50-20; \$1,114.40.

V. B. Swisher to Henry Haybob, 80 acrs, 32-50-20; \$3,000.

R. S. Eubank and wife to Pat Brown, 25 acres, 12-51-20; \$1.

Cliff Heard, by sheriff, to F. Haecker, lot 8, S.'s subdivision to Sweet Springs; \$38.

Joel Johnson and wife to Lucy C. Wingfield, part lot 4, block 3, B. & G. addition to Marshall; \$500.

M. T. Smith to A. J. Smith, 40 acres, 3-49-22; \$1,000.

H. J. Halley to Wm. and Jennie Wilson, south half of lot 22, block 3, Blackburn; \$155.

**Engineer's Fear of a Hog.**

Fred W. Dean, of St. Louis, began his railroad career thirty years ago as a locomotive fireman, and from this beginning he has worked up to the head of the mechanical department of an important line. Naturally such a man has had many interesting experiences. "Do you know the one thing of which a locomotive engineer is most afraid?" he asked. "Well, it's a hog," said he. "Nothing can ditch a train quicker than a hog on the track. An engineer will run through a whole herd of sheep, and will even hit a cow or horse without thought of danger, but the sight of a hog between the rails makes his hair stand on end. I have never heard an explanation of how a hog will throw an engine off the track nine times out of ten, but any railroad man will tell you it is so. As near as I figure it out, being a short-legged animal, the hog's body is closer to the ground than that of other animals, and then, too there's something about the bulk of a hog that seems to lift the wheels off the rails and slue them aside. Whatever may be the cause, I know that a hog on the track will make for the moment a coward of the bravest man who ever held a locomotive throttle."—Ex.

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